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Joe McInnes
TRANSPORTATION DIRECTOR

February 13, 2009

Mr. J. Russell Kilgore
Airport Manager
Jack Edwards Airport
P.O. Box 919
Gulf Shores, Alabama 36547

Subject: Annual Inspection Report
Jack Edwards Airport

Dear Mr. Kilgore:

An inspection of the Jack Edwards Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on February 10, 2009. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Jack Edwards Airport. As noted in the report, the airport meets the requirements for the issuance of an operating license. However, there were some items noted that relate to the maintenance of the airport and should be corrected.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,



John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO
Mr. Keith Shippey, BWSC

FEBRUARY 10, 2009

ANNUAL INSPECTION REPORT



JACK EDWARDS AIRPORT
GULF SHORES, ALABAMA

**ANNUAL INSPECTION REPORT
JACK EDWARDS AIRPORT
GULF SHORES, ALABAMA**

February 10, 2009

TABLE OF CONTENTS

INTRODUCTION.....	PAGE 1
INSPECTION METHODOLOGY.....	PAGE 1
LICENSE STATUS.....	PAGE 2
APPROACH / DEPARTURE PATHS.....	PAGE 2
PRIMARY SURFACE.....	PAGE 3
RUNWAY SAFETY AREA.....	PAGE 3
AIRPORT MARKINGS.....	PAGE 4
WIND DIRECTION INDICATOR.....	PAGE 4
AIRPORT LIGHTING.....	PAGE 4
RUNWAY, TAXIWAY AND APRON CONDITIONS.....	PAGE 7
FUELING AREA REQUIREMENTS.....	PAGE 9
PROHIBITED ACTIVITIES.....	PAGE 9
SUMMARY.....	PAGE 10
APPENDIX 1.....	PAGE 11

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

Introduction:

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Jack Edwards Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on February 10, 2009.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology:

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated July 26, 2005.

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

License Status:

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on February 10, 2009, it was determined that the airport **meets** the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards:

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 2).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results:

- Runway 17 – No obstructions
- Runway 35 – No obstructions
- Runway 9 – No obstructions
- Runway 27 – No obstructions

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

2. Primary Surface Administrative Code 450-9-1-.12(2)

State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results:

- The primary surface was inspected and found to meet state requirements.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards:

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results:

- The grade of the runway safety area was found to be in compliance with the State's licensing standards.

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards:

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results:

- The runway markings are in good condition.

5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results:

- The wind direction indicator (windsock) was operational.

6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is also recommended. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

Inspection Results:

- Runway 35 – One threshold light fixture is broken.
- Runway 9 – One threshold light fixture is broken.
- Taxiway Alpha at the 35 intersection – One taxiway fixture is broken.
- Taxiway to hangars – One taxiway fixture is broken.
- Taxiway Foxtrot – Two taxiway fixtures are broken.

Maintenance Required:

- Replace threshold fixtures.
- Replace taxiway fixtures.

PHOTO 1



Broken threshold fixture Runway 9

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

PHOTO 2



Broken taxiway fixture at intersection of Alpha and Runway 35

PHOTO 3



Broken threshold light on Runway 35

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards:

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results:

- The airport pavement surfaces were inspected and found to be in good condition.
- There is evidence of a lightning strike on Runway 9/27 approximately 1450 feet from the Runway 9 threshold near Alpha 2. The strike resulted in pavement damage where the top 2 inches of asphalt have been removed in three spots. There is one area 2 feet in length and 2 inches in depth.
- Runway 9/27 – There is a section approximately 100 feet in length near Alpha 3 along the south side of the runway that has eroded and left the lip of the pavement at the maximum 3 inch drop.

Maintenance Required:

- Repair the runway damage by filling the holes left by the lightning strike. Consult with the airport engineer on the best method.
- Backfill the eroded area along the runway edge.

**Annual Inspection Report
Jack Edwards Airport
Gulf Shores, Alabama**

February 10, 2009

PHOTO 4



Damage to pavement from lightning strike

PHOTO 5



Erosion along 100 foot section of Runway 9/27 near Taxiway Alpha 2

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards:

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results:

- The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results:

- No prohibited activities were observed during the inspection.

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

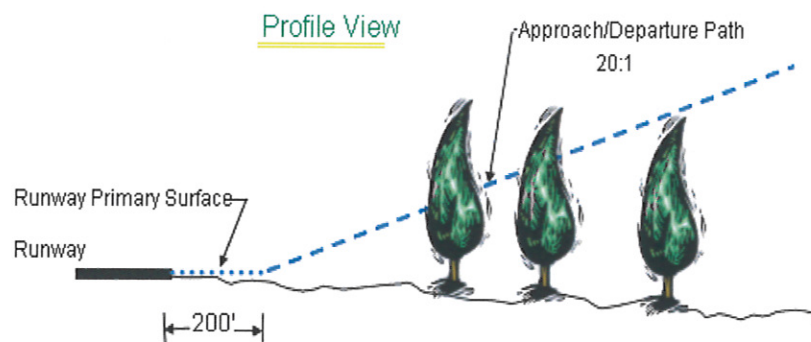
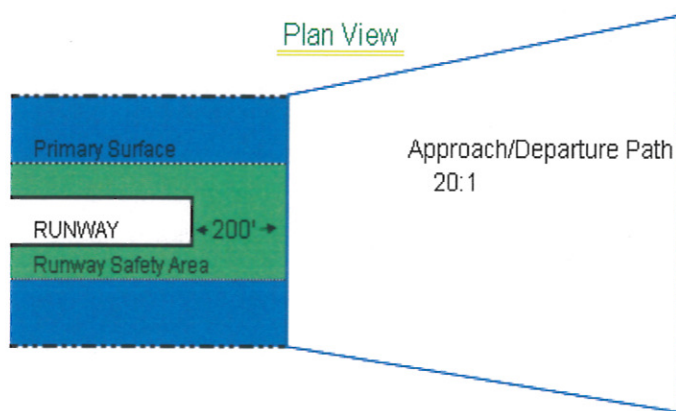
Inspection Area	Violation/Maintenance	Corrective Action
Airport Lighting	Maintenance	Repair and broken runway threshold and taxiway light fixtures
Runway, Taxiway and Apron Conditions	Maintenance	Repair pavement damage and backfill eroded area

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

Annual Inspection Report Jack Edwards Airport Gulf Shores, Alabama

February 10, 2009

Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1



April 28, 2009

Dr. John Eagerton IV, D.P. A.
Chief Aeronautics Bureau
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, AL 36110

RE: Annual Inspection Report
Jack Edwards National Airport

Dear Dr. Eagerton,

We appreciate the Department of Aeronautics providing an annual inspection of the airport and its facilities so that we may be able to correct any items that have been overlooked by our personnel.

I would like to inform you that all items noted in the report requiring action and or repair, have now been completed.

If you need any additional information or confirmation, please do not hesitate to contact us at your convenience.

Cordially,

Russ Kilgore, Manager
The Airport Authority of The City of Gulf Shores